

CENTRAL INTELLIGENCE AGENCY INFORMATION REPORT

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INFORMATION REPORT

COUNTRY East Germany

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SUBJECT Planned Replacements of Locomotives on
East German Railroads between 1954 and 1960

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Deactivation and Production of Locomotives between 1954 and 1960

Numbers of Locomotives Scheduled to be Deactivated.

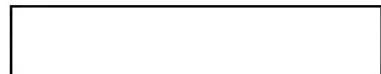
| Type No | Available | Scheduled for Deactivation | Planned to be Deactivated | Remarks |
|------------------------|-----------|----------------------------|---------------------------|--|
| 91 | 161 | 2 | 100 | to be replaced by Diesel locomotives |
| 89 | 242 | 3 | 70 | old, too weak; to be replaced by Diesel locomotives |
| 74 (T 11) | 44 | - | 44 | uneconomical, saturated steam locomotives; to be replaced by 1 D 2-type locomotives |
| 74 (T 12) | 273 | 1 | 100 | partly obsolete; to be replaced by 1 D 2-type locomotives |
| 55 | 291 | 12 | 279 | obsolete locomotives with high cost of repair; to be replaced by 1 D 2-type locomotives |
| 56 (G 8 ¹) | 46 | 3 | 43 | " " " |
| 17 | 19 | 1 | 18 | obsolete multicylinder locomotives; to be replaced by 2 C 1-type locomotives |
| 92 | 125 | - | 60 | various types of locomotives of formerly private-owned railroad lines; to be replaced by 1 D 2 or Diesel locomotives |

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|-------|-------------------------------------|------|-------------------------------------|------|--|--------------|-----|--|--|--|
| STATE | <input checked="" type="checkbox"/> | NAVY | <input checked="" type="checkbox"/> | NSRB | | DISTRIBUTION | | | | |
| ARMY | <input checked="" type="checkbox"/> | AIR | <input checked="" type="checkbox"/> | FBI | | | ORR | | | |



List cont'd from page 1.

| Type No | Available | Scheduled for Deactivation | Planned to be Deactivated | Remarks |
|-------------------------|-----------|----------------------------|---------------------------|---|
| 90 | 58 | 1 | 57 | various types of locomotives; to be replaced by 1 D 2, Diesel locomotives or motor rail coaches |
| 38 | 731 | 12 | 250 | deactivation of the oldest locomotives; only to be replaced by 1 G 1 |
| 57 | 108 | - | 108 | obsolete; to be replaced by 1 E (electric locomotives) |
| 93 | 276 | 2 | 150 | obsolete; to be replaced by 1 D 2 or Diesel locomotives |
| 94 | 352 | 4 | 110 | obsolete; to be replaced by E or Diesel locomotives |
| 56(G 8 ^{2a3}) | 113 | 5 | 108 | to be deactivated in 1960; and replaced by 1 E - G type locomotives |
| 58 | 416 | 7 | 200 | worn out locomotives; to be replaced by 1 E-type locomotives |
| 19 | 15 | 1 | 14 | locomotives uneconomical; to be replaced by 2 C 1-type locomotives |
| 52 | 776 | 2 | 300 | partly obsolete; to be replaced by 1 E-type locomotives |
| Total: | | 56 | 2,011 | |

In addition 22 locomotives of the park of damaged locomotives are to be deactivated bringing the total number of locomotives to be replaced by newly manufactured equipment up to 2,033.1

2. Planned Manufacture of New Locomotives:

| Type No | 1954 | 1955 | 1956 | 1957 | 1958 | 1959 | 1960 | Total |
|--------------------------|----------|------------|------------|------------|------------|------------|------------|--------------|
| Steam Locomotives | | | | | | | | |
| 2 Cl-S | - | - | - | 2 | - | 10 | 30 | 42 |
| 1 Cl-P | - | 2 | 10 | 40 | 50 | 50 | 60 | 212 |
| 1 E-G18t | - | - | 2 | 10 | 50 | 75 | 55 | 192 |
| 1 E-G15t | - | - | 2 | 10 | 50 | 80 | 50 | 192 |
| 1 C2-Pt | - | - | - | - | 2 | 10 | 45 | 57 |
| 1 D2-Pt | 2 | 50 | 90 | 55 | 23 | 25 | 30 | 275 |
| 1 D2-Nt | 2 | 50 | 90 | 45 | - | - | 30 | 217 |
| E-Gt | - | 2 | 10 | 40 | 50 | - | - | 102 |
| | 4 | 194 | 204 | 202 | 225 | 250 | 300 | 1,289 |

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List cont'd from page 2.

| Type No | 1954 | 1955 | 1956 | 1957 | 1958 | 1959 | 1960 | Total |
|---------------------------|------|------|------|------|------|------|------|-------|
| <u>Diesel Locomotives</u> | | | | | | | | |
| 360 HP | - | 2 | 5 | - | 25 | 25 | 50 | 107 |
| 550 HP | - | - | 2 | 5 | 25 | 25 | 50 | 107 |
| Total | - | 2 | 7 | 5 | 50 | 50 | 100 | 214 |

| <u>Motor Rail Coaches</u> | | | | | | | | |
|---------------------------|---|---|---|---|----|----|----|-----|
| 400 HP | - | - | 2 | 5 | 20 | 50 | 80 | 157 |

| <u>Narrow-Gauge Locomotives</u> | | | | | | | | |
|---------------------------------|---|----|----|----|---|---|---|----|
| D h 2 (600 mm) | - | 1 | 9 | - | - | - | - | 10 |
| 1 E 1 h 2 (900 mm) | - | 1 | 3 | 1 | - | - | - | 5 |
| 1 E 1 h 2 (1,000 mm) | - | 1 | 9 | 5 | 5 | - | - | 20 |
| 1 E 1 h 2 (750 mm) | - | 12 | 12 | 11 | - | - | - | 35 |
| D h 2 (750 mm) | - | 1 | 4 | 5 | - | - | - | 10 |
| Total | - | 16 | 37 | 22 | 5 | - | - | 80 |

Electric Locomotives

| | | | | | | | |
|---|---|---|---|---|----|----|----|
| - | - | - | - | - | 20 | 20 | 40 |
|---|---|---|---|---|----|----|----|

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1. [] Comment. According to information on the planned activation of locomotives received [] in November 1953, a total of 1,290 locomotives, including 360 of the park of damaged locomotives, were scheduled for replacement between 1955 and 1960. Between 1955 and 1960, the following numbers of locomotives were reportedly to be deactivated:

120 in 1955
200 in 1956
220 in 1957
250 in 1958
250 in 1959
250 in 1960

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Totals: 1,290 locomotives

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2. [] Comment. [] the following numbers of locomotives were scheduled to be newly manufactured between 1954 and 1960:

6 in 1954
100 in 1955
200 in 1956
200 in 1957
200 in 1958
200 in 1959
200 in 1960

Total: 1,106 locomotives

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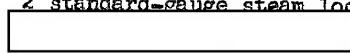
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It can hardly be believed that this plan will be fulfilled in view of the fact that no standard-gauge locomotive was manufactured for East German railroad requirements between 1945 and 1953 and that the 1954 Economic Plan of the East German railroad administration envisaged the manufacture of only 2 standard-gauge steam locomotives and 3 electric or Diesel locomotives.

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